In The Claims:

1. (Currently Amended) A method of controlling an automotive vehicle having a turning radius comprising:

determining a hand wheel torque; and

~~applying brake-steer as a function of hand wheel torque~~ comparing the steering wheel torque to a predetermined torque and when the steering torque is greater than the predetermined torque, performing the step of applying brake-steer, and when the steering wheel torque is below the predetermined torque not applying brake-steer.

2. (Original) A method as recited in claim 1 further comprising determining a steering wheel angle, wherein applying brake-steer comprises applying brake-steer as a function of hand wheel torque and steering wheel angle.

3. (Original) A method as recited in claim 1 further comprising determining a steering wheel angle direction, wherein applying brake-steer comprises applying brake-steer as a function of hand wheel torque, steering wheel direction and steering wheel angle.

4. (Currently Amended) A method as recited in claim [[1]] 3 wherein the steering wheel direction comprises [[an]] a torque increasing direction and a torque decreasing direction, wherein applying brake-steer comprises applying brake-steer using a first boost curve in the ~~first~~ torque increasing direction and applying brake-steer using a second boost curve in the ~~second~~ torque decreasing direction wherein the first boost curve is different than the second boost curve.

5. (Original) A method as recited in claim 4 wherein the first boost curve comprises a non-linear-boost curve.

6. (Original) A method as recited in claim 4 wherein the first boost curve increases brake-steer at a first rate for a first period of time, increases brake-steer at a second rate for a second period of time, wherein the second rate is greater than the first rate and increases brake-steer at a third rate for a third period of time wherein the third rate is less than the second rate.

7. (Original)   A method as recited in claim 4 wherein the second boost curve comprises a non-linear-boost curve.

8. (Original)   A method as recited in claim 4 wherein the second boost curve decreases brake-steer at a first rate for a first period of time, decreases brake-steer at a second rate for a second period of time, wherein the second rate is less than the first rate.

9. (Canceled)

10. (Original)   A method as recited in claim 9 wherein the torque comprises an increasing torque and a decreasing torque and wherein applying brake-steer comprises applying brake-steer using a first boost curve during increasing torque and applying brake-steer using a second boost curve during decreasing torque wherein the first boost curve is different than the second boost curve.

11. (Original)   A method as recited in claim 10 wherein the first boost curve comprises a non-linear-boost curve.

12. (Original)   A method as recited in claim 10 wherein the first boost curve increases brake-steer at a first rate for a first period of time, increases brake-steer at a second rate for a second period of time, wherein the second rate is greater than the first rate, and increases brake-steer at third rate for a third period of time wherein the third rate is less than the second rate.

13. (Original)   A method as recited in claim 10 wherein the second boost curve comprises a non-linear-boost curve.

14. (Original)   A method as recited in claim 10 wherein the second boost curve decreases brake-steer at a first rate for a first period of time, decreases brake-steer at a second rate for a second period of time, wherein the second rate is less than the first rate.

15. (Original)   A method as recited in claim 1 further comprising reducing the turning radius of the vehicle during applying brake-steer.

16. (Original) A method as recited in claim 1 wherein applying brake-steer comprises applying at least one brake at a first wheel to reduce a vehicle turning radius.

17. (Original) A method as recited in claim 1 wherein applying brake-steer comprises applying an increased drive torque to a second wheel.

18. (Original) A method as recited in claim 1 further comprising determining a speed wherein applying a brake-steer comprises applying brake-steer as a function of steering wheel torque and vehicle speed.

19. (Currently Amended)   A control system for a vehicle comprising:
a steering torque sensor generating a steering torque signal; and
a controller applying brake-steer to a vehicle as a function of the steering torque signal, wherein said controller changes to a 4x2 mode from a 4x4 mode to apply brake-steer.

20. (Original) A control system as recited in claim 19 wherein said controller applies brake-steer as a function of a vehicle speed.

21. (Original) A control system as recited in claim 19 wherein said controller applies a brake to apply brake-steer.

22. (Original) A control system as recited in claim 19 wherein said controller applies a differential torque steer.

23. (Canceled)

24. (Withdrawn)   A method of controlling an automotive vehicle having a steering actuator having a lock position, said method comprising:
turning a hand wheel in a first direction until the steering actuator is in the lock position; and
initiating brake-steer on the vehicle in response to torque applied to the hand wheel.

25. (Withdrawn)   A method as recited in claim 24 wherein initiating brake-steer comprises controlling a first vehicle wheel speed.

26. (Withdrawn)   A method as recited in claim 24 wherein controlling the first wheel speed comprises braking the first vehicle wheel.

27. (Withdrawn)   A method as recited in claim 24 wherein controlling the first wheel speed comprises applying a predetermined positive torque to a second wheel while braking the first wheel.

28. (Withdrawn)   A method as recited in claim 24 wherein controlling the first wheel speed comprises applying a predetermined torque to the first wheel.

29. (Withdrawn)   A method as recited in claim 24 wherein controlling the first wheel speed comprises applying a first predetermined torque to the first wheel and a second predetermined torque to a second wheel, said second predetermined torque greater than the first predetermined torque.

30. (Withdrawn)   A method as recited in claim 29 wherein the first predetermined torque comprises a positive torque.

31. (Withdrawn)   A method as recited in claim 29 wherein the first predetermined torque comprises a negative torque.

32. (Withdrawn)   A method as recited in claim 24 further comprising determining a lock position in response to a pressure in a steering system.

33. (Withdrawn)   A method as recited in claim 24 further comprising determining a lock position by measuring a relief pressure.

34. (Withdrawn)   A method of controlling an automotive vehicle comprising:
generating a first wheel speed signal;
generating a second wheel speed signal;
generating a third wheel speed signal;

generating a desired wheel speed for the first wheel based on the second wheel speed signal, the third wheel speed signal and the fourth wheel speed signal; and

controlling the first wheel speed to the desired wheel speed to reduce a turning radius of the vehicle.

35. (Withdrawn)   A method as recited in claim 34 further comprising generating a fourth wheel speed signal and wherein generating comprises generating a desired wheel speed for the first wheel based on the second wheel speed signal, the third wheel speed signal and the fourth wheel speed signal.

36. (Withdrawn)   A method as recited in claim 34 wherein controlling the first wheel speed comprises braking the first wheel.

37. (Withdrawn)   A method as recited in claim 34 wherein controlling the first wheel speed comprises applying a predetermined torque to the wheel.

38. (Withdrawn)   A method as recited in claim 37 wherein the predetermined torque comprises a positive torque.

39. (Withdrawn)   A method as recited in claim 37 wherein the predetermined torque comprises a negative torque.

40. (Withdrawn)   A method as recited in claim 34 wherein generating a desired wheel speed comprises generating the desired wheel speed in response to a traction control system.

41. (Withdrawn)   A method as recited in claim 34 wherein generating a desired wheel speed comprises generating the desired wheel speed in response to an anti-lock brake system.